

# INFORMATION REPORT

DATE DISTR. 2 OCT 7 1951

NO. OF PAGES 2

SUPPLEMENT TO  
REPORT NO.

THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES, WITHIN THE MEANING OF TITLE 50, SECTIONS 793 AND 794, OF THE U.S. CODE, AS AMENDED. ITS TRANSMISSION OR REVELATION OF ITS CONTENTS TO AN ENEMY OR RECEIPT BY AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. THE DISPROTECTION OF THIS FORM IS PROHIBITED.

1. Muchowies Airfield was located about 1½ kilometers southeast of the City of Katowice (5014N - 1902E). It covered an area about 2,500 X 2,000 meters and was on level terrain.
2. The field was used by LOT (Polskie Linie Lotnicze) as a transport field serving a factory area nearby. [redacted] two daily flights from Katowice to Warsaw, one daily flight from Katowice to Lodz and one daily flight from Katowice to Poznan. LOT used LI-2 aircraft exclusively at this field. The line carried both passengers and mail. The majority of passengers were managers and high ranking administrative personnel from state factories in Katowice. The fare from Katowice to Warsaw was about 63 zloty, the same price as second class rail ticket. The field was also used by the Katowice aeroklub. Gliders took off and landed on the grass-covered area and were launched by means of a steel cable which wound around a steel drum. The drum revolved very rapidly. To the best of my knowledge, there were no facilities for major repairs at the field. Take-offs were usually east-west, the prevailing wind coming from the west.
3. There were two mechanics at the field who took care of minor repairs and only a few men serviced the aircraft. There were about three persons employed in the weather section and about nine administrative personnel. All of these people wore LOT uniforms.
4. The following points refer to a memory sketch of Muchowies Airfield, Enclosure (A)7:

#1..... Concrete runway, built in 1947 about 1,600 meters long and 40 meters wide. It ran in an east-west direction.

#2..... Concrete taxi strips, about 20 meters wide, leading from the runway to a passenger loading ramp and then to an aircraft parking area.

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- #3. Concrete passenger loading ramp about 70 X 50 meters.  
 #4. Concrete aircraft parking ramp about 40 X 30 meters.  
 #5. Elevated area, with administration building and passenger terminal, about eight meters high with steep, sloping sides.  
 #6. Concrete, vehicle parking area, about 30 X 30 meters. Tank trucks were parked here when not used to service aircraft.  
 #7. Main building, about 100 meters long, nine meters wide and four meters high. It was built of brick, covered with gray plaster, with a gabled red tile roof. It was divided into three parts connected by a covered, colonnaded walkway.  
 #7A. Private quarters occupied by the airfield manager and instructors from the Katowice aeroklub.  
 #7B. Terminal section, containing the Polish Airways offices, radio equipment, meteorological office snack bar and rest rooms.  
 #7C. Transient quarters used by Polish air crews when it was necessary to spend the night at the field.  
 #8. Hangar, about 50 X 30 X 12 meters, with sheet metal sides and roof. It was painted black. Windows were about one meter high. The Katowice aeroklub kept two paper kites and two PZL aircraft in the hangar. C-47's were also kept here overnight.  
 #9. Small wood hangar, about 20 X 15 X 4 meters, with a low-pitched, gabled roof, covered with tarpaper. It housed ten Polish and German gliders.  
 #10. Airfield road, which joined the Katowice-Bielsko main road. Concrete, about six to seven meters wide, the stretch along the airfield proper was in excellent condition and the rest in very poor condition.  
 #11. Gates, about eight meters wide.  
 #12. VHF station, about 300 meters from the western end of the runway. It was housed in a wooden building about 4 X 4 X 4 meters.  
 #13. Fence, which ran along the front of the airfield. It was made of barbed wire from the north northwest corner of the field to a point opposite the road to Katowice. The barbed wire section was about 1.20 meters high, with strands of barbed wire about 70cm apart. At the point opposite the road to Katowice the barbed wire ended and gave way to an ornamental cast iron fence about 1.40 meters high. This fence continued to opposite the west corner of the field. A wooden barrier blocked access to the extreme northwest corner of the field.  
 #14. Katowice dirt road about eight meters wide. It was used for pedestrian traffic and only passable for vehicles in good weather.  
 #15. Katowice concrete road, eight meters wide and capable of supporting all kinds of traffic.  
 #16. Katowice-Bielsko cobblestone road about 10 meters wide; in good condition and capable of carrying heavy traffic.  
 #17. Grass-covered area used for glider take-offs and landings.

6. The following points refer to an overlay of Muchowice Airfield, (Enclosure (B)).

## POINT

- #1. City of Katowice.  
 #2. Katowice-Bielsko Highway.  
 #3. Katowice-Bielkow Highway.  
 #4. City of Bielow.  
 #5. Muchowice settlement.  
 #6. Airfield.

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ENCLOSURES (A) A memory sketch of Muchowice Airfield  
 (B) An overlay of Muchowice Airfield

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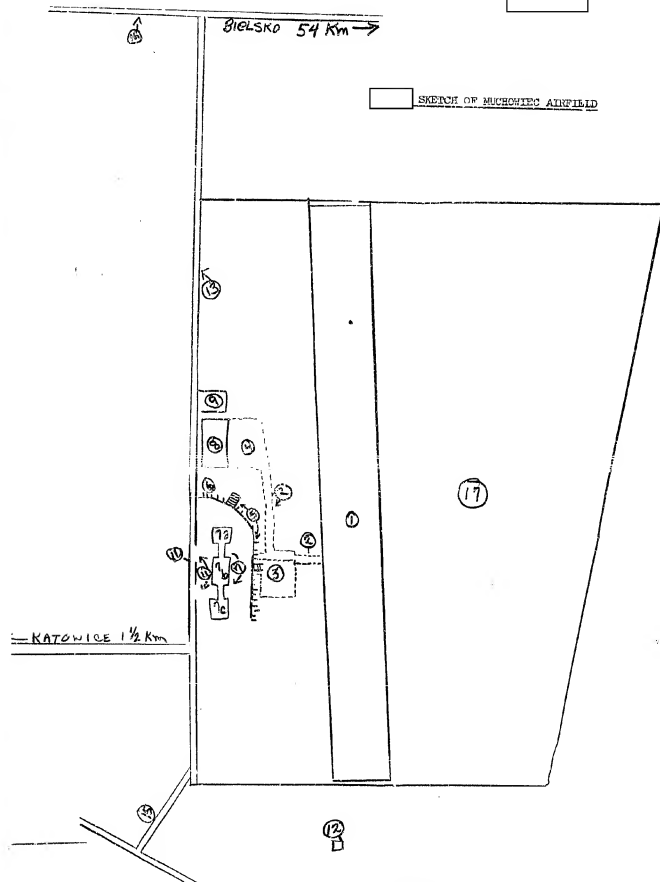
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ENCLOSURE (A)

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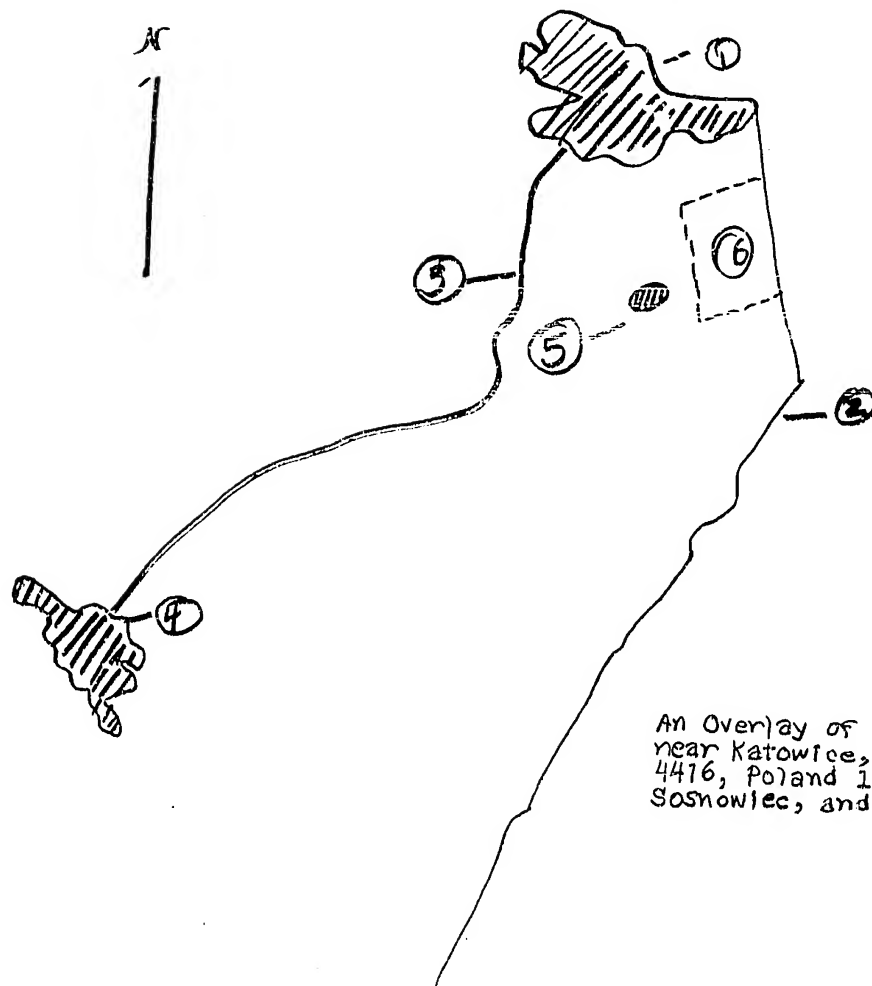
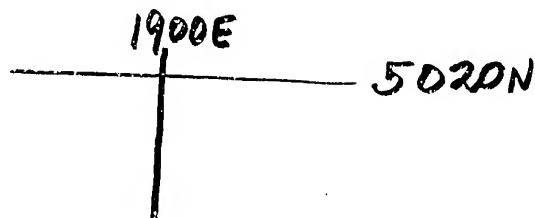
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An Overlay of Muchowiec Airfield  
near Katowice, Poland G S G S  
4476, Poland 1:100,000 sheet S-13  
Sosnowiec, and sheet T-23 Rybink

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